

# The Hongkong Telegraph.

No. 427.

TUESDAY, JUNE 12, 1883.

SIX DOLLARS  
PER QUARTER.

## For Sale.

### ECONOMY IN GAS.

**SUGG'S FLAT FLAME BURNERS**  
GIVE A  
SILENT WHITE FLAME  
AND EFFECT AN ECONOMY IN GAS OF  
**30 per cent.**  
they can be readily attached to ordinary  
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic  
shades for DRAWING ROOM and DINING  
ROOM.

LANE, CRAWFORD & Co.,  
Agents for Hongkong.

ARTISTIC PORCELAIN MENU  
STANDS.  
HAND-ETCHED MENU AND NAME  
CARDS.

LANE, CRAWFORD & Co.

DEVOE'S NONPAREIL KEROSENE, 150  
Degrees fire test, a perfectly safe Oil.

LANE, CRAWFORD & Co.  
Hongkong, 29th May, 1883. [340]

## Insurances.

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 318,235.56

TOTAL CAPITAL and  
ACCUMULATIONS, 31st  
March, 1883.....Tls. 968,235.56

#### DIRECTORS.

F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq. Wm. MEYERINE, Esq.  
A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

#### HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

#### LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all  
parts of the World.

Subject to a charge of 12 per cent. for Interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, 25th May, 1883. [83]

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
of UNDERWRITERS.

ARNHOLD, KARBERG & CO.  
Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN  
SHIPPING.

#### Agents.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881. [457]

#### NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000)

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

#### HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL TAEELS 600,000. EQUAL—\$83,333.33.  
RESERVE FUND.....\$70,858.27.

#### BOARD OF DIRECTORS.

LEE SING, Esq. LEE YAT LAU, Esq.  
LO YOK MOON, Esq. CHU CHIK NUNG, Esq.

#### MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1882. [601]

NATIONAL MARINE INSURANCE  
ASSOCIATION, LIMITED.

THE Undersigned as AGENTS for the above  
are prepared to accept RISKS on MER-  
CHANDISE by STEAMERS and SAILING VESSELS  
from Hongkong, China, and Japan to all parts  
of the world.

For further information apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, 18th May, 1883. [393]

STAG HOTEL,  
QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR  
VISITORS.

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock; Dinner at 7.00.

This HOTEL is centrally situated and  
within easy distance of the principal landing  
places.

J. COOK, Proprietor.

## Consignees.

### UNION LINE.

#### NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE Steamship  
"EUPHRATES."  
Captain Mitchell, having arrived from the  
above Ports, Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading to the  
Undersigned for Countersignature and to take  
immediate delivery of their Goods from along-  
side.

Cargo impeding the discharge of the Steamer  
will be at once landed and stored at Consignees'  
risk and expense, and no Fire Insurance will be  
effected.

Optional Cargo will be forwarded on to Yokohama,  
unless notice to the contrary be given  
before Noon, TO-DAY.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 15th  
instant, or they will not be recognised.

RUSSELL & Co.,  
Agents.

Hongkong, 8th June, 1883. [446]

### UNION LINE.

#### NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND  
SINGAPORE.

THE Steamship  
"YORKSHIRE."

Captain Arnold, having arrived from the above  
Ports, Consignees of Cargo are hereby requested  
to send in their Bills of Lading to the Undersigned  
for Countersignature and to take immediate  
delivery of their Goods from along-side.

Cargo impeding the discharge of the Steamer  
will be at once landed and stored at Consignees'  
risk and expense, and no Fire Insurance will be  
effected.

Optional Cargo will be forwarded on to Yokohama,  
unless notice to the contrary be given  
before Noon, TO-DAY.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 16th  
instant, or they will not be recognised.

RUSSELL & Co.,  
Agents.

Hongkong, 9th June, 1883. [453]

NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.

### FRAISSINET & Co.

#### INDIA AND CHINA LINE.

STEAMSHIP "STAMBOUL,"

### MAIGRE, COMMANDER.

CONSIGNEES of Cargo by the above named  
vessel from Marseilles and intermediate  
Ports, and in connection with the "NESTA"  
from London, are hereby informed that their  
Goods are being landed at their risk into  
Godown B of the Undersigned, Marine-let No. 12,  
whence and/or from the wharves or boats  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
after the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,  
Agents.

Hongkong, 9th June, 1883. [436]

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,

### TO-MORROW.

the 13th day of June, 1883, by order of the  
MORTGAGEE, on the Spot, at 3 P.M.,—  
All that Piece or Parcel of GROUND Registered  
in the Land Office as INLAND LOT  
No. 229A. Together with the House in  
West Street, Taipingshan, No. 48, measur-  
ing on the North and South 19 feet, East and  
West 40 feet. Yearly Crown Rent \$6.82.

Also,  
All that Piece or Parcel of GROUND Registered  
in the Land Office as INLAND LOT  
No. 229B. Together with the House No.  
50 in West Street, Taipingshan, measuring  
North and South 18 feet, East and West,  
40 feet. Yearly Crown Rent \$4.68.

For Particulars, apply to

J. M. GUEDES,  
Auctioneer.

Hongkong, 2nd June, 1883. [426]

### PUBLIC AUCTION.

THE Undersigned has received instructions  
from E. J. ACKROYD, Esq., Registrar, to  
Sell by Public Auction, on

### FRIDAY,

the 15th day of June, 1883, at NOON, on board,—  
THE STEAMER "YOTTUNG"

of 285 Tons Register or thereabouts,  
And

IMMEDIATELY AFTERWARDS, ON BOARD  
THE STEAMER "HONGKONG."

The above STEAMERS will be Sold as they  
now lie in this Harbor with all their  
APPURTENANCES, TACKLE, AP-  
PARATUS, &c.

TERMS OF SALE.—One-third of the Purchase  
money to be paid on the fall of the hammer,  
balance on completion of Transfer. The Vessels to  
be at Purchaser's risks on the fall of the  
hammer.

J. M. ARMSTRONG,  
Government Auctioneer.

Hongkong, 6th June, 1883. [439]

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction, on

### SATURDAY,

the 16th day of June, 1883, on board, at 3 P.M.,  
THE BARQUE "ALVA," of 612 Tons Register  
built of OAK and TEAK, Copper fastened,  
will be Sold with all her TACKLE, AP-  
PARATUS, &c., as she now lies in this  
Harbor, in one Lot.

Chromometers, and the Europe and Manila  
Rope, an extra Set of New Sails, Bolts of Canvas,  
&c., will be Sold in separate Lots.

For Terms of Sale and Inventory, apply to

J. M. GUEDES,  
Auctioneer.

Hongkong, 7th June, 1883. [441]

## Intimations.

### SAYLE & CO.'S SHOWROOMS.

## SAYLE & CO.

### NEW SPRING GOODS.

EX S.S. "GLENOC." EX S.S. "GLENOCLE."

### WHITE DRESS MATERIALS.

### CREAM DRESS MATERIALS.

### NUNS' VEILINGS in every Color.

### SUMMER BEIGES in every Color.

### GALATEAS for Boys' Washing Suits.

### WHITE INDIA MUSLINS.

### MULL CORD MUSLINS.

### WHITE VICTORIA LAUNES.

### BLACK and COLORED SUNSHADES.

### LADIES' PATENT LEATHER SLIPPERS.

### LADIES' & CHILDREN'S BOOTS & SHOES.

### New Patterns in POMPADOUR SATEENS.

### Plain Colored SATEENS in every Shade.

### FRENCH PERCALES in every Pattern.

### Specialties in ZEPHYR CHECKS.

### CANVAS CORSETS for Summer Wear.

### SUMMER PAJAMAH FLANNELS.

### Novelties in LADIES' SILK UMBRELLAS.

### Trimmed & Untrimmed HATS & BONNETS.

### A Choice Selection of FLOWERS.

### OSTRICH TIPS & FLATS in Light Colours.

### INKSTANDS in Great Variety.

### A LIBERAL DISCOUNT FOR CASH.

### SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG. [249]

Hongkong, 4th April, 1883.

## KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,

### A LARGE

### PRINTING AND BOOK-BINDING OFFICE.

THE PLANT is quite new, the machinery being of the best and most recent construction,  
and the type, which has been selected with the greatest care, includes not  
only all the Standard Fonts, but an immense variety of styles in FANCY LETTERS  
and ORNAMENTATION.

### MERCANTILE PRINTING.

UNDER this head, we are prepared to execute Quickly and Cheaply all kinds of Book  
Work, Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and  
Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph  
Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery and Godown Orders,  
&c., &c. We invite the fullest comparison of our Prices with those of other houses, whether  
in Hongkong or at Home.

### FANCY PRINTING.

WE intend to make a specialty of this class of work. Having a most extensive and  
varied assortment of Fancy Type, which will be maintained at the highest possible  
Standard of excellence, by the addition of the newest designs immediately they are issued  
from the leading English and American Foundries, we are in a position to produce first  
class work, and feel confident that our efforts in this direction will give satisfaction.

### GOLD, SILVER and COLOUR PRINTING.

### WILL RECEIVE PARTICULAR ATTENTION.

MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS,  
WEDDING AT HOME, and LAWN TENNIS CARDS.

### BOOK-BINDING.

BOOKS carefully bound in Morocco, Russia, Calf, Cloth, or in any required style.  
Special terms quoted for binding the books of Club, Customs, or Private Libraries.  
Music bound in limp leather or cloth, and finished in the best style of workmanship.

### ACCOUNT BOOK MANUFACTURERS.

ACCOUNT BOOKS of every description, manufactured from Hand or Machine Made  
Papers, ruled and printed to any Pattern, however intricate, and strongly bound.  
Machine Ruling.

CHIT BOOKS of all kinds for Ladies, for Gentlemen, for Business, and for Official use.  
ALL CHIT BOOKS purchased from our stock will be lettered free of charge.

The office is under experienced European management and subject to our constant  
personal supervision.

Our prices will be found as reasonable as is consistent with sound workmanship and  
good material.

The Machinery at our command will enable us to undertake work of the cheapest  
kind, compelling in this respect with the Chinese.

We shall at all times be glad to furnish Estimates.

### KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

## W. B. BREWER.

### HAS JUST LANDED.

### (-o-)

### CIGARETTES:

SWEET CAPORAL, CAPORAL, FULL CAPORAL, STRAIGHT CUT, SULTANA with  
ENAMELLED MOUTHPIECE.

### NEW CIGARETTE TOBACCO.

### THE NEW PATENT CIGAR LIGHTER.

OF MRS. LANTRY, COLORED AND UNCOLORED.

### NEW PHOTOGRAPHS

OF THE NEW PATENT AMERICAN AIR GUN.

GEMS OF ENGLISH SONG.  
GEMS OF SCOTTISH SONG.  
WORLD OF SONG.  
GEMS OF THE DANCE.

WALDTEUFEL'S ALBUM.  
MUSICAL FAVORITE.  
NEW ENGINEERING BOOKS, AND A QUANTITY OF AMERICAN NOVELTIES  
NEVER BEFORE IMPORTED.

### W. BREWER,

QUEEN'S ROAD.

Hongkong, 31st May, 1883. [703]

## Auctions.

### FURNITURE SALE.

ELEGANT, ENGLISH and AMERICAN  
FURNITURE.

LANE, CRAWFORD & Co. will Sell by  
Public Auction, on

### THURSDAY,

the 14th June, 1883, at TWO O'CLOCK P.M., at  
the Residence of Mrs. SANDS "The Castle."

THE WHOLE OF HER  
ENGLISH and AMERICAN MADE  
HOUSEHOLD FURNITURE,

Comprising:—  
MAHOGANY MARBLE-TOP TABLES,  
CRETONNE COVERED CHAIRS, MAHOGANY  
MOROCCO COVERED COUCHES  
& CHAIRS, PLATED ORNOLU MOUNTED  
FENDING and FIRE IRONS, MIRRORS,  
DINING TABLE, MAHOGANY SIDE-  
BOARD, WHATNOT, CHAIRS, GLASS,  
CROCKERY and PLATED WARE.

A ROSEWOOD BED ROOM SUITE,  
comprising:—  
CARVED BEDSTEAD with SPRING and  
HORSE HAIR MATTRESSES, WARD-  
ROBE with MIRROR, FRONT, BUREAU,  
WASHSTAND with MARBLE-TOP,  
IRON BEDSTEADS, CHEVAL GLASS,  
WARDROBES, &c.

Also,  
HANDSOME INDIAN CARPET,  
A FINE OIL PAINTING by GEISER,  
PENDULUM CLOCK by MORICE, London.  
Catalogues will be issued, the Furniture on  
view from the AFTERNOON, of the 13th.

TERMS.—Cash.

LANE, CRAWFORD & Co.,  
Auctioneers.

Hongkong, 8th June, 1883. [449]

## Notices of Firms.

### NOTICE.

MR. JEHN ROSSETT is AUTHORIZED  
to Sign Our Name per procuration from  
this date.

J. ULLMANN & Co. [389]

### NOTICE.

I HAVE this day Established myself as  
a MERCHANT & COMMISSION AGENT  
at this Port under the name of PO SHUN  
YANG HONG 行洋保

CHEONG QUAN SANG.

CHONG YUNE STREET,  
Canton, 1st June, 1883. [427]

### D. K. GRIFFITH.

MANUFACTURER OF THE LONDON  
AERATED WATERS.

7, BEACONSFIELD ARCADE,  
(Opposite the City Hall)

Having Purchased the entire Machinery of the  
late Mr. E. CHASTEL'S  
SODA WATER FACTORY,  
is now prepared to execute the largest orders  
for every description of Aerated Waters with  
promptness and despatch.

SUPERIOR QUALITY.  
G. U. A. R. A. N. T. E. E. D.  
(Consumers are invited to try these carefully  
Manufactured  
SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be ad-  
dressed to The Factory,

7, BEACONSFIELD ARCADE,  
Hongkong, 11th April, 1883. [279]

## Shipping.

### STEAMERS.

FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE Steamship  
"JAPAN."

Captain T. S. Gardner, will be despatched for the  
above Ports, on THURSDAY, the 14th instant,  
at THREE P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 8th June, 1883. [445]

FOR SYDNEY, MELBOURNE, AND  
ADELAIDE, VIA SINGAPORE.

(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to NEW  
ZEALAND, FIJI, NEW CALEDONIA, and  
TASMANIA.)

THE Eastern and Australasian Steamship  
Company's Steamship  
"TANNADICE."

Captain S. G. Green, will be despatched as  
above on THURSDAY, the 14th instant, at 4  
P.M., instead of previously advertised.

Parcels (all of which must be sent to our Office)  
will be received up to 4 P.M. of the day previous.  
The Contents and Value must be declared.



## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERSOF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.HOTICIA INGLESA,  
14, ESCOTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 12, 1883.

WHY does our enterprising Steamboat Company not arrange during the summer months to make the return trip to Macao every Sunday? The *Honan* and *Kiukiang* are available for the service, and could easily be employed on alternate Sundays. It is scarcely likely that this would turn out a particularly lucrative experiment to the Company, but it would certainly leave a fair margin of profit, and what is of far greater importance would prove a valuable public convenience by affording the hard worked toilers of our offices, hongs, and stores the opportunity of recruiting their health by the shortest sea trip, with its bracing breezes. The health and enjoyment of the general community are matters which could scarcely be expected to influence a private shipping firm; but these considerations ought to have great weight with the Directors of a thoroughly local public institution like the Steamboat Company.

We are not forgetting that Sunday is the "cleaning up" day on board the river steamers, and that the fortnightly trip to Macao would entail a slight amount of extra work on the officers and engineers, whose claims to their day of rest should not be altogether overlooked. But surely such minor difficulties as these could be overcome without much trouble, especially as it is not unlikely that the officers and engineers would prefer to be enjoying the sea breezes and the change of scene to the tedious discomforts attendant on passing a Sunday in Hongkong during the dog days!

Of all our local mercantile public institutions the Hongkong, Canton and Macao Steamboat Company can fairly claim to be not only the most popular but the one in which every section of our essentially cosmopolitan community takes the greatest interest. It has never been made a special medium of Stock Exchange gambling; founded on a firm basis it has always paid a good return for investment, and its shares have been and have been the commencement of its useful career held by high and low in the three cities with which the Company is so closely bound by commercial associations. Hongkong and its merchants owe a heavy debt to the energy and enterprise of the Company that many years ago established its claim to be considered no mean factor in opening up the trade of the southern provinces of the Chinese Empire. By affording a cheap and rapid means of transit between Canton—the first commercial city of the empire and a great centre of the tea, silk, matting, and numerous other native industries—and this great trading emporium, the Steamboat Company has not only proved a most valuable

aid in opening up the country, and aiding and improving general commerce, but has offered many facilities to our local merchants by its practical assistance in establishing mutually profitable commercial relations between Europe and China. It is not too much to say that but for the Steamboat Company the port of Macao would commercially have long since ceased to exist. The regular steamers directly connecting the Holy City with Hongkong and Canton have alone kept the Portuguese settlement alive, and in face of this undeniable fact it seems passing strange to us that no Governor of Macao or Portuguese Consul General in Hongkong has yet seen his way to make some graceful acknowledgment of such substantial service by recommending the courteous and energetic Portuguese gentleman who is Secretary of the Company, Mr. P. A. Da Costa, to the favorable consideration of His Majesty Dom Luis. Mr. Da Costa, as Secretary of the Hongkong, Canton and Macao Steamboat Company, has been enabled in the performance of his onerous and responsible duties to work more efficiently for the welfare of his native city than ninety nine out of every hundred who have been decorated by the Portuguese monarch for services rendered; and now that Macao has at last got a Governor worthy of the name, a gentleman of such enlightened and liberal ideas for the first time during many years a hopeful future for Macao is within the range of possibility. We shall be surprised if Senhor Da Rosa does not promptly recognise the sterling merits of his accomplished fellow countryman.

We have alluded to the great influence the Steamboat Company has exercised in the past on our local trade, to show that, put it as we may, both the British Government and the Hongkong community are under very heavy and distinct obligations to this pushing and successful enterprise. Without losing sight of its own interests the Company has always displayed a readiness to make concessions to, and, in fact, to accede to all reasonable wishes of the community. And by this liberal policy they have not been losers. As already observed, they may not realise an immense, if any, profit by regularly running a steamer to Macao on Sundays throughout the summer months; but they will unquestionably confer a valuable boon on a very large and not unimportant section of our hard worked community, whose duties leave no other day but Sunday at their disposal for recreation and enjoyment. The Directors of the Company have always made the welfare of their less fortunate fellows in Hongkong a special feature in their general arrangements, so we have some confidence in recommending to their favorable consideration a suggestion which we know will meet with high favor amongst all classes and all nationalities.

## TELEGRAMS.

LONDON, 10th June.

THE POLL TAX IN RUSSIA.  
The Poll tax has been abolished for the poor Russians, and reduced for others.

THE MOSCOW CORONATION.  
The Coronation festivities at Moscow are ended, and the Czar has left.

FIGHTING IN ALBANIA.  
Turkish troops have dispersed the Albanians opposed to the cession of their territory to Montenegro, after severe fighting.

LONDON, 11th June.

DAUD PASHA.  
Daoud Pasha has been found guilty of complicity in the burning of Alexandria and hanged. Mr. Gladstone declined to interfere.

## LOCAL AND GENERAL.

We understand that the general management of the Luzon Sugar Refinery in Manila has been handed over to Messrs. Smith, Bell & Co., of that port.

We are informed by the Agent of the Messageries Maritimes that the Company's steamer *Pithu*, with the next outward French mail, left Saigon yesterday, the 11th instant, at 3 p.m., for this port.

This China Merchants' S. N. Co.'s steamer *Tsunan* which has been recently overhauled at the Cosmopolitan Dock went out for a short trial trip this morning. She steamed by Green Island at 9 o'clock, and returned after an hour's run, everything having worked most satisfactorily.

CHUN AYAU, an unemployed servant, appeared at the Police Court this morning on a charge of attempting to pick the pocket of Mr. Hussan, an old clothes dealer. The defendant informed the magistrate that he was given into custody by mistake, but his Worship was not to be had with this yarn so he sent Mr. Ayau into the "Retreat" for three months' hard labor.

UN AYING, a hawker, was this morning treated to six weeks' hard labor for stealing a bamboo of the value of three cents. Captain Thomsett prescribed the above dose which may be thought rather a severe one. However, when it is taken into consideration that Mr. Un, under the name Chun Achung, was last month treated to twenty-one days' "str" for collaring a bed quilt the public verdict will probably be "save him right."

SAYS the Shanghai *Courier* of the 7th inst.—The British iron-clad *Adriatic*, on bringing up last night across the ebb tide grounded a little above the upper lightship. She heeled over so far that the water came in at her gun ports. Two marines, who got frightened, jumped over board and were drowned. Mr. Nelson was the pilot. She was soon afloat again, and has gone on to Chefoo to-day.

CHUN ASHING, described as a trader, with four previous convictions standing against his name in the Magistracy Register, made his salaam before Captain Thomsett this morning on a charge of walking off with a "gump" belonging to Mr. Chan Man To. Defendant denied stealing the umbrella, and said that another man had walked off with it. District watchman No. 11, gave evidence to the effect that he collared the defendant with the parasol under his arm. His Worship believed the watchman's yarn and also took into consideration the fact that Mr. Chun has been a thoroughly "bad hat," so he sent him in for a six months' spell of hard labor.

ON Saturday last another yacht race took place, the day being unusually fine for sailing, a fresh easterly wind blowing at the time. There were four entries—Capt. Houghton's *Obatan*, Dr. Von der Horck's *Sunflower*, Mr. Hynes' *John Gilpin*, and Mr. Naur's *Sunbeam*. The first named yacht, however, not making her appearance in time a good start was effected at 2.55 p.m. the boats going off under a full spread of canvas, the *Sunflower* quickly taking the lead and the 1st station was rounded as follows:—*Sunflower*, 3h. 12min.; *Sunbeam*, 3h. 13min.; *John Gilpin*, 3h. 14min.; *Sunflower*, 3h. 15min. The *Sunflower* keeping well ahead the boats made over towards Sam-shui-po in a line, having been joined by the *Ariel* which was keeping them company. Standing well in under the land the boats tacked and coming down close in off the Yau-mah-ti shore the 2nd station was passed in the following order:—*Sunflower*, 3h. 34min. 27sec.; *Sunbeam*, 3h. 37min. 17sec.; *John Gilpin*, 3h. 43min. 17sec. From here the yachts all stood over towards Causeway Bay, and then beat up towards the Channel Rocks, the *Sunflower* steadily drawing away from the other boats and visibly increasing her lead, the wind being much fresher. The Channel Rocks were rounded in the following order:—*Sunflower*, 4h. 18min. 40sec.; *Sunbeam*, 4h. 30min. 13sec.; *John Gilpin*, 4h. 30min. 55sec. On the way back the *John Gilpin* nearly overhauled the *Sunbeam*, and a close race ensued after rounding the rocks between these two boats for second place; for a while it was doubtful which would win but the *John Gilpin* eventually drew well ahead of the *Sunbeam*. The *Sunflower* came in an easy winner, the other boats not being in sight, at 4h. 53min. 20sec.; the *John Gilpin*, second 5h. 5min. 35sec.; *Sunbeam*, third. There was considerable interest attached to the race, as there was a lot of money at stake and more than the usual amount of betting on the respective sailing qualities of the yachts. Next Saturday there is to be another race, and some new yachts are going to be entered which will add to the interest. It is rather remarkable that so few take part in a healthful sport of this kind, where one gets a thorough bracing up after a week's confinement on our little island. The waters of Hongkong are unusually well suited to yachting and nothing is so invigorating as a fresh sea breeze and a good sail over the waters, with now and then a dash of salt spray in one's face as the frail craft goes merrily bounding over the foam tipped waves.

A WRITER in an American journal tells the following story—I met a man the other day called "Soldier Sam," an honest fellow, and one of the true blue boys of the late war. He had served under Grant, and could tell reminiscences of the great general by the hour. The best of it was that his stories were always authentic. I remember, said he, that while we were down on the Mississippi a big barge loaded with bombs and gunpowder was lying alongside the wharf. Grant had given orders that no one should smoke on board that barge. I suppose that tub had thousands of dollars' worth of powder under her decks. So the corporal set a guard there, and ordered him to shoot the first man who should cross the plank with a lighted pipe or cigar. Well, when the word got abroad we kept away, for we knew that the order meant business. One day when I was off duty General Grant rode up on his horse. He wore a big blouse and a slouch hat. He had no star, no side-arms. We all knew him without the aid of trinkets. "Is that the powder-barge?" he asked. I told him it was. He looked at me sharply over a red-hot cigar, and said, "I'll go on board, then." I knew he'd never take that cigar out of his mouth except to eat or to sleep, so I said, "General, if you walk across that plank smoking the sentry will shoot you." He saw that I was in earnest, but he said, "Don't you suppose he knows me?" "Of course he does, General," I replied; "but he's been ordered to shoot the first man caught smoking on that barge, and he'll do it. That's the kind of chap he is." Grant looked rather amused. I reckon he never intended to go near the barge. He just wheeled his horse about and away he went. That evening I told the sentry all about the talk. The next morning he and the corporal were ordered up to the general's headquarters. The sentry was a black man, but when he heard that Grant wanted to see him he was rather white. He went up. "Can you read?" asked Grant. "No, sah; I never had no chance to 'a'n." "Do you always know me when you see me?" "Yes, sah." "Suppose I had gone on board that powder-barge with a lighted cigar, what would you have done?" "Shot you, sah." "But I'm your general!" exclaimed Grant. "Yes, sah, and we jes obeys yo' orders," said the sentry. Grant looked the man all over. The corporal was trembling, and the sentry was actually pale; but both were as firm as rocks. At last the general relaxed. "Well, sah," he said to the negro, "we'll make you a corporal, and this other man shall be a sergeant. I promote these men." "I tell you we didn't forget that," said Soldier Sam.

WHAT is an "option" on the Stock Exchange? we were asked the other day, and found that the person putting the question actually did not know. Perhaps there are many people in the same unhappy state of ignorance, and it may therefore be well to give a word of explanation. "Option" dealing is an importation from abroad, and constitutes a refined form of Stock Exchange gambling which increases in popularity every year. As yet it is a most expensive method in this country—about four times as expensive, we believe, as it is in Paris or Frankfurt; but as competition increases it will, without doubt, become cheaper. But what is it? Nothing mysterious—merely a stake laid on the price of a stock. Suppose, for instance, that we held the opinion that Egyptian Unified bonds were likely to fall two or three pounds between now and the 31st of May, we could go to a broker on the Stock Exchange and arrange with him to have the option of "putting," i.e. delivering, on that date so much of this stock at to-day's market price. For this option we pay down on the nail so much per cent—call it one-half per cent; and, if we decided to buy the "option" to "put" 10,000l. stock, we should have to hand over at once 50l. Should the stock go the opposite way to what had been calculated upon the "option" can, of course, be abandoned, and the 50l. is lost. But once our option has been bought, it is possible to speculate against it in the ordinary way; and operations may also buy the double option, the "put and call" as it is designated, paying generally double price for the dual privilege. At first sight this looks a thrifty and sure way of gambling, because the loss is limited strictly to the percentage paid down for the "option." For that very reason this plan is extremely alluring, and leads, we suspect, to more constant dribbling away of the means of small dabblers than the old-fashioned "bulling" and "bearing." These latter compelled mentotake risks from which all but the reckless or the wealthy usually shrink.—*The World*.

SAYS the *Morning Post* of April 27th.—The White Star mail steamer *Jonie*, one of the finest vessels ever constructed for mercantile purposes, left the Royal Albert Docks yesterday on her first voyage, with passengers for New Zealand ports. She is the most recent addition to the White Star Line of Atlantic and Pacific steamers, for which latter service she was intended, but the New Zealand Shipping Company, under a subsidy from the Colonial Government, having contracted to run monthly steamers direct to New Zealand, via the Cape, in 45 to 50 days, four of the finest vessels available have been chartered, two of them being of the White Star Line. Hitherto the express service by boats of great tonnage and speed has been performed by the Orient Line, owners of the *Austral*, *Orient*, &c., and the Peninsular and Oriental Company, who run their finest steamers, including the *Rome* and *Carthage*; but passengers for New Zealand disembark at Australian ports, and complete the voyage in smaller vessels. To obviate this, the company in question have started a direct line. The *Jonie* is a four-masted vessel, three being square rigged, enabling her to carry a great spread of canvas. Built of steel, on the finest lines, 440 feet in length, 5,000 tons gross register, with engines of a perfect type, of 3,000 effective horse power, she is expected to perform the voyage within contract time. The *Jonie* is to return home via Cape Horn, and will then have the distinction of being at least the largest vessel which has hitherto gone round the world. During the period she has been built at the Royal Albert Docks, officers, both of the Royal and Mercantile Navies, have inspected her, and the details and arrangements of the ship elicited general approval. The main saloon (amidships) is approached by a very handsome entrance hall from the upper deck, the effect from the spacious double staircase is imposing, and equal to that of any passenger steamer afloat. When lit by electricity, as it will be, it will require a second thought to realize you are on board ship. The smoking-room, handsomely decorated and furnished, has seats for forty saloon passengers. The ladies' drawing-rooms (one large and one small) are tastefully fitted, having piano, library, &c. Bath-rooms, lavatories, &c., have been carefully considered, and are a noteworthy feature deserving an inspection. Everything that ingenuity could suggest to ensure the comfort of first class passengers has been adopted by Messrs. Gilroy, the eminent London upholsterers, who carried out the whole of the furnishing. The sleeping and dining cabins are unusually large and pleasant in their general airiness and comfort. Nor have the stateroom passengers been forgotten, the accommodation being very good; some four hundred can be placed without the semblance of crowding, the arrangements for dining, sleeping, and promenading in the forward upper deck being such as to enable a stateroom passenger to pass a pleasant time. Two metallic chambers, as large as average assembly-rooms, have been fitted to receive the carcasses of 1,500 sheep for the homeward voyage, the general cargo being maintained by two small refrigerating engines of 75-horse power each. The coal and oil department, rooms for specie and for mail, life saving apparatus, fire extinction, &c., have points of interest and amply repay an intelligent inspection. The *Jonie*, like all her class, has a big appetite for coals, having no less than 3,700 tons in her bunkers for the outward trip only. Her commander is a most experienced officer—Captain E. C. Hallatt, a staff commander in the Royal Navy, for some years the navigating lieutenant of Her Majesty's Royal Yacht *Osborne*, and late commander of the White Star Pacific mail steamer *Galle*. The local agents for the New Zealand Shipping Company are Messrs. Roberts and Co. On Monday, after the leave, H.R.H. the Prince of Wales, accompanied by the Hon. H. Tyrwhitt-Wilson, visited the *Jonie*, leaving Liverpool-street station just after four by special train. Her commander had the distinguished honour of showing His Royal Highness over the ship, the various details of which he viewed with manifest interest, the steering by steam amidships, Sir H. Thompson's patent compasses and sounding apparatus, the electric telegraph system, for carrying on the duties of the ship, as well as the system of refrigerating, were in turn carefully looked into, after which the Chairman and representative Directors both of the White Star and New Zealand Shipping Companies were introduced to His Royal Highness by Captain Hallatt. Subsequently refreshments were served in the saloon, the Prince most graciously remaining in order to wish the ship and her commander all success on her first voyage. His Royal Highness spent nearly five hours on board, and left amidst hearty cheering by the special train shortly before seven p.m. The ships of the Peninsular and Oriental Company, British India, Orient, &c., throughout the three miles of docks, were alive with buntings.

JAMES LANO, a seaman on board H.M.S. *Inconstant*, appeared before Captain Thomsett this morning and stated that he had deserted from the *Inconstant* in Melbourne. Lano was ordered to be detained in custody until the naval authorities could be communicated with.

ACCORDING to the *Courier* of the 8th instant the steamship *Triumph*, from Hankow with tea, is reported to be badly ashore at Forked Tree, which is on the south bank of the Yangtze, between Plover Point and Lao Point, or some distance on this side of the Langshan Crossing. Lighters are being sent to her assistance.

THE *Mercury* of the 8th inst. with reference to Li Hung-chang's visit to Shanghai says—His Excellency is apparently busy in receiving and making return visits to the various foreign officials in Shanghai. Yesterday the American Minister, the Hon. John Russell Young, paid a visit to the Viceroy; he was accompanied by Mr. Drew. To-day between ten and twelve Li had an interview with M. Tricou and M. Bourée at the French Consulate-General. We hear it was rather stormy.

M. MARC DECHEVRENS, the director of the Siccawei Observatory, writes to the Shanghai papers on the 2nd inst.—The typhoon which has just passed to the west of Shanghai in the interior of China, signalled its approach by several phenomena, and amongst others by the fine halos of the 31st May, at mid-day. The typhoon had just traversed the China Seas, whence it had drawn up enormous masses of watery vapour, which it sent in advance on its route by way of the high regions of the air; this vapour, congealed and transformed into microscopic crystals, gave place to very curious effects of light, of which everybody could have been a witness. The route followed by the whirlwind, after its passage our way, is indicated to-day by a phenomenon not less interesting, of quite another nature, but also easy to explain. One might have remarked to-day that the air was loaded with a fine and impalpable dust, but sufficiently thick to produce the effect of a mist and to obstruct the vision of objects even not far off. This dust, one will admit without trouble, could not have been raised by the very faint wind of last night or that of this morning, over a country mottled by the incessant rains of last month and covered over by such an abundant vegetation. Well, this dust descended from the high regions of the air. At this moment the barometer has risen again to its normal level; the typhoon is already far from here, and we are crossing its extreme zone, where we know, are inclined to the horizon from high to low. Then the higher aerial currents come from the centre of the depression where the air is strongly ascending and rises in large spiral lines. This centre is traversed yesterday evening and this night the sandy regions of the North of China, whilst directing itself to the north-east. On this course it has evidently not been able to exercise its force of aspiration over vapours which do not exist in the immense desolate plains of the desert of Gobi to the north-east. But in default of watery vapour and vast sheets of water, it has met with sand and friable and parched lands; it has raised them up in immense whirlwinds of dust, so common in these countries of the north, and the finest particles carried very high have been able to be carried far away, and even here, by the furious winds which reigned in the elevated regions of the air. It is this fine dust, which the air, in descending again towards the ground, far from the centre, at the limit of the typhoon, brings us to-day under the form of a dust mist.

## THE HONGKONG ICE COMPANY, LIMITED.

An extraordinary meeting of the shareholders of the Hongkong Ice Company, Limited, was held yesterday in the offices of the General Agents (Messrs. Jardine, Matheson and Co.) There were present—Messrs. F. B. B. Johnston (chairman), D. McCulloch, Douglas Jones, A. S. Cohen, C. S. Taylor, Rozario, M. B. Pollock, W. Parfitt, H. C. Maclean, J. J. Bell, Irving, J. Pestonjee, A. G. Stokes, and W. N. Bain (manager).

The Chairman stated that the meeting had been summoned in consequence of a letter received from the Colonial Secretary, which was to the following effect:—

Colonial Secretary's Office, Hongkong, 10th March 1883.

SIR—With reference to your letter of 26th inst. intimating that the Hongkong Ice Company has no title in the above lot and that a Crown Lease may be obtained for the lot, I have the honor to inform you that the lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot. The lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot. The lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot.

In reply to that letter the General Agents wrote:—

Sir—With reference to your letter of 26th inst. intimating that the Hongkong Ice Company has no title in the above lot and that a Crown Lease may be obtained for the lot, I have the honor to inform you that the lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot. The lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot. The lot is now being offered for sale by the Government, and that the Hongkong Ice Company has no title in the lot.

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The Chairman continuing, explained the position of affairs with regard to the ground, and expressed the opinion that as the building now occupied by the Hongkong Ice Company passed in 1885 to the Ice Association of Hongkong, it was quite impossible the Company could pay the Government \$2,500, when in all probability they would be called upon to pay a further sum for the use of the building. He would propose to the meeting that the General Agents should again address the government, telling them that the Company were unable to pay the price asked, so that after the Government had either recovered the money from the Ice Association or resumed the ground, they would be in a position to make terms.

After some discussion it was unanimously resolved to leave the matter in the hands of the General Agents.

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

An extraordinary meeting of shareholders in the above Company was held this afternoon at 3 o'clock, in the Company's Head Office, Queen's Road Central, when there were present Messrs. M. E. Sassoon, (chairman), D. Gillies, C. D. Bottomley, H. Crawford, J. Bradlee Smith, W. Legge, W. R. Loxley, J. Y. Vernon, C. P. Chater, H. Z. Just, A. E. Vaucher, H. Wicking, F. Henderson, Wemmes, L. Poenselker, H. Foss, T. Arnold, A. G. Morris, E. George, H. Thurburn, J. R. Anton, E. C. Ray, J. P. McEuen, E. L. Woodin, Gomes, B. Schmecker, W. S. Young, E. L. O'Malley, F. D. Sassoon, W. Reinert, T. Jackson, G. de Champeaux, and W. H. Ray, secretary.

After the secretary read the notice convening the meeting the Chairman said: Gentlemen,—A circular from the Directors and a copy of the various resolutions which you have been called together to-day to consider have been in your possession for three weeks past; they speak for themselves, and leave but little for me to add.

You are asked to make two important alterations in the constitution of the Company:—The first is to increase the number of shares by sub-dividing the existing 600 of \$500, paid up into 12,000 of \$25, paid up; and the second is to increase the subscribed capital from \$1,000,000 to \$2,000,000, and the paid up capital from \$500,000 to \$1,000,000, by the issue of 12,000 new shares of \$83.33 each, of which \$25 will be called up.

The necessity for these changes has for a long time past forced itself upon the Directors, but they were until quite recently powerless to move in the matter of sub-division owing to the then state of the law, which prohibited any public Company from sub-dividing its shares into less than one fourth part of the original shares. As you are aware this Company has the advantage of that law as far back as 1874, and the change then made gave the Company for a time the relief it sought, but during the last few years the shares have again attained so high a value as to deter a large class of contributors both native and foreign from becoming interested in the Company, and consequently from giving their support, whilst the number of shares has been totally inadequate and prevented us most effectually from building up so strong a constituency of contributing shareholders as we should like to possess. In regard to the proposed increase of capital, it has been apparent to your Directors and others that with a growing business the company was yet weak in one most important respect, and that was the very small proportion the unpaid capital bore to the liabilities which were annually incurred. There is only one remedy for this and that remedy we ask you to give your assent to to-day, viz. the increasing the nominal and paid up capital of the company. It is essential, if we are to advance with the times, and even to maintain our present status, that we should be able to offer our policyholders (on whom we are entirely dependent for our dividends), the most undoubted security. The new shares you are recommended to offer to present shareholders at the small premium of 33 1/3 per cent, which premium will be carried to the Reserve Fund augmenting it to \$600,000. With a Capital of \$2,000,000, of which \$600,000 is paid up, backed by a Reserve Fund of \$600,000, the Company will be in a position of great strength, whilst the larger number of our shares and their smaller denomination will tend to induce many more contributions than small are yet valuable, to take an interest in and support the Company. Before sitting down I would like to refer to two other changes we are suggesting in the Articles of Association, the only two of importance besides those relating to the increase of Capital and Subdivision of Shares.

The first is the wider scope which the Directors ask for in the investment of funds. We have at times found ourselves inconveniently hedged by the existing articles in our endeavor to employ the funds of the Company with a view to the investment in the future. It is important that we should have wider scope, and we consequently ask you to sanction this alteration. The second change (the withdrawal of shares from non-contributors). This will not affect any of the present shareholders, at least so far as their present holdings are concerned, as it applies only to shares transferred after 30th July. Whilst the Directors ask that this power be given them so that the Company may be placed on a more footing as most of its neighbors, still, they realize the necessity of exercising it with the greatest discretion and I am confident you can with safety place this power in our hands.

This Gentlemen, I think is all that I need refer to, but any shareholder requires any further information I will be glad to give it to him. The following resolutions were then unanimously passed, after which a vote of thanks was proposed to the Chairman which brought the meeting to a close.

1.—That each of the existing 600 Shares of the Company, of \$1,000 each, on which \$500 is paid up, be subdivided into 20 Shares of \$83.33 upon each of which the sum of \$25 shall be credited if paid up.

2.—That the Capital of the Company be increased from \$1,000,000 to \$2,000,000 by the creation of 12,000 new Shares of \$83.33, upon each of which the sum of \$25 is to be paid up.

3.—That the said new Shares be offered in the first instance in such manner, and at such times as the Directors shall direct for the purpose to the holders of the present Shares of \$500 each (or the equivalent thereof in subdivided Shares) in the proportion of 20 new Shares (or the equivalent thereof) for every present Share of \$500 (or the equivalent thereof) in subdivided Shares) of which on the 30th day of June 1883, the holders of the said present Shares) or the equivalent thereof in subdivided Shares) shall be entitled to subscribe.



divided Shares) shall respectively be registered as such holders and that any new Shares not accepted by the holders of the said present Shares (or equivalent subdivided Shares) within the limits fixed by the Directors for that purpose, shall be disposed of and allotted by the Directors in such manner and at such price as in their direction they may think best in the interest of the Company.

4.—That the new Shares be issued at 33 1/3 per cent. premium and that all amounts received for premium upon new Shares be carried to the credit of the Reserve Fund.

5.—That \$166.67 per new Share shall be payable on July 31st, 1883, and \$166.66 on October 31st, 1883, both monies being proportionately in any dividend that may be declared for the 12 months ending April 30th, 1884.

6.—That the Memorandum and Articles of Association be modified in accordance with resolution 1 and 2.

44.—The Company shall keep a book to be called the Register of Transfers and therein shall be fairly and distinctly entered the particulars of every Transfer or Transmission of any Share and the book shall be from time to time authenticated by having the seal affixed thereto at an Ordinary Meeting, and the Board may appoint an Agent or Agents at such place or places as they may deem fit to transfer Shares, issue Share Certificates and do all other acts and things necessary for the completion of such Transfer, subject to registration in the Register at the Registered Office.

45.—The Company may decline to register any Transfer of Shares while the Shareholder making the same is either alone or jointly with any other person indebted to the Company on any account whatever, or in case the Transferee is not of legal age, or in case the Transferee is not a resident of Hong Kong, or in case the Transferee is not approved by the Board or for any other reasons whatsoever, but the Company shall not be bound to state any reason or reasons for so doing.

52.—Every person having acquired Shares by original subscription, or to whom Shares shall be transferred, and who shall not then be a Shareholder of the Company, and subject to the provisions of these Presents in respect of any other Shares, and every person who, being the husband of any female Shareholder, or the Executor, or Administrator of any deceased Shareholder, shall signify to the Board his desire to become a Shareholder of the Company in respect of the Shares vested in him in such capacity, and shall not at the time of the said Shares becoming vested in him by the means aforesaid, be a Shareholder of the Company and subject as last aforesaid in respect of any other Shares, shall, as to all duties, obligations, claims, and demands, upon, or against him in respect of such Shares, be considered a Shareholder of the Company from the time of the same Shares being so transferred to, or so becoming vested in him as aforesaid, but as to all profits, rights, privileges, benefits and advantages to arise from the same Shares, no such person shall be considered as a Shareholder in respect of the same, until he shall have subscribed these Presents if required so to do.

53.—Every person in whom any Shares shall vest by Transfer or otherwise and who shall be a Shareholder of the Company for all purposes in respect of any other Shares, shall, as to all the Shares so vesting in him as aforesaid be considered as a Shareholder from the date of the Transfer to him, or from the time of leaving proof of his title to such Shares at the Head Office of the Company, or otherwise proving to the satisfaction of the Company.

58.—The first call on the Shares of the Company is payable on the allotment of Shares to Shareholders.

72.—If at any time or times after the 30th day of June, 1883, the Board shall consider that having regard to the amount of business brought to the Company by the Shareholders respectively, or having regard to any other consideration, it would be for the benefit of the Company generally, that the Share or all or any of the Shares held by any Shareholder and acquired by or transferred to any such Shareholder on any day after the 30th day of June, 1883, should be withdrawn from such Shareholder, and re-allotted, or otherwise held, then the Board from time to time so often as it shall in its discretion think fit, may cancel all or any of the Shares of the said Shareholder and re-allot the Share or Shares so cancelled to any other person or persons who, upon accepting the same, shall pay to the Company the amount which shall or ought to have been paid up on the Share or Shares so cancelled and the proportion of the Reserve Fund which attached or belonged to the Share so cancelled and such further sum if any by way of premium as the Board in its discretion may require, and the Register of Shareholders shall be altered accordingly.

73.—A Shareholder whose Share is so cancelled under the preceding article, shall, upon delivering to the Company the certificate of such cancelled share, receive from the Company the amount of Capital paid up on the cancelled Share, and also his Share of the Reserve Fund or so much thereof, if any, as may then have been accumulated, after deducting therefrom any monies which may be owing from him to the Company as his rateable contribution to any losses or expenses, or to make up the amount of any losses or expenses which may have been paid out of the Capital or on any other account. He shall not be entitled to any allowance or payment in respect of good-will or of the market value of the Share or Shares, but on the re-allotment of the Share or Shares the Board may in its discretion pay to him the whole or such proportion as they think fit of any premium then received upon such Share or Shares.

74.—In the event of any Shareholder failing to surrender to the Company the Share Certificate in respect of any cancelled share held by him, such Shareholder shall nevertheless cease from and after the date of cancellation to have any further right, title or interest in the Company or the property thereof in respect of such Share which shall thereupon revert to and vest in the Company.

75.—The Board shall note the unsurrendered Share Certificate as cancelled in the books of the Company from and after such date and shall be fully empowered to re-allot and re-issue such Share to any applicant, therefore, and to issue a new Share Certificate in lieu of the one so cancelled to the allottee or grantee of such Share.

76.—The Board shall also at any time call an Extraordinary Meeting upon the requisition in writing of Twenty or more Shareholders holding in the aggregate not less than Twenty-four hundred Shares.

79.—Every holder of 10 Shares or less who has been duly registered shall be entitled to one vote; and every holder of more than 10 Shares shall be entitled to one vote in respect of every 10 Shares held by him. And when Shares are held in the name of a Public Company the Secretary, Manager or Agent of such Public Company shall be entitled to vote for such Public Company.

100.—The Board shall consist of not less than Five Directors.

106.—No person shall be eligible to the Office of Director unless he be a holder of 20 Shares at least.

110.—A Director shall vacate his Office:

118.—The Board without any further power or authority from the Shareholders may do the following things, viz:—

2.—It may invest all or such part as it may deem expedient of the Funds of the Company in or upon English, Indian, Colonial or Foreign Government Stocks, Bonds or Funds, or upon the security of the Bonds, Mortgages or Debentures or in Guaranteed or Preferential Shares or Stock of any Railway or other Companies, or upon Mortgage or Leasehold property in Hong Kong or of Real or Leasehold property in the United Kingdom or in any British Colony or in the United States of America or in any Treaty port in China or Japan, or in or upon deposits or loans at interest to Banks established in the United Kingdom or in any British Colony or in the United States of America or in or upon such other and valid security as the Board may in their discretion think fit and may from time to time convert or realise, or reinvest the same or any part thereof as occasion may require.

3.—It may if it shall consider it expedient or advisable alter the time for the payment of the losses of the Company so as to accord with the arrangements made by other Insurance Offices in that respect and generally, the Board shall have the entire management of the business of the Company, but subject to the control of the Shareholders, and to the Rules and Regulations as herein expressed and contained.

6.—It may appoint a certain number of Shareholders to act as a Committee at other places under the directions of the Board.

129.—The Profits shall be applied to the formation of a Reserve Fund and shall be divisible amongst the contributors of business to the Company and amongst the Shareholders in such proportions and manner as the Board with the sanction of the Ordinary Meeting or any Extraordinary Meeting called for the purpose shall from time to time determine. Provided that interest on the paid up Capital at the rate of eight per cent., per annum shall, unless such meeting decide otherwise, form a first charge upon such profits in favor of Shareholders.

129A.—Should the Board at any time or times consider it desirable that there should be an *ad interim* distribution of profits, it shall cause to be prepared a Report showing the financial position of the Company up to the time when such distribution is proposed to be made and the amount of profits then available for distribution amongst the Shareholders and or Contributors of business and shall submit the same to an Extraordinary Meeting to be called by it for such purpose, and such meeting shall sanction or refuse to sanction the appropriation of the whole or any portion of such sum or sums that may be therein stated by the Board to be so available for distribution.

The Articles of Association as amended in accordance with the foregoing resolutions shall be numbered consecutively from beginning to end.

#### SHANGHAI.

His Excellency M. Bourée arrived here by the *Huac* on the evening of the 6th, and is staying at the Hotel de Colonies.

The *Triumph* from Hankow, is reported ashore just below the Langtang Cranes. We hear that tugs are going to her assistance. For some little time past the idea of forming a Volunteer Corps in the French Concession has been taken into earnest consideration, and we learn that up to yesterday 60 members had joined the roll.

The *Taotai* of Shanghai is erecting a large house on the side of the Old Railway Station in Hongkong for the accommodation of Chinese officials of distinction who may occasionally visit the Settlement.

The German gun-boat *Wolf* arrived at Foochow, Pagoda Anchorage on the 5th instant from Swatow. The *Audacious* and *Cleopatra* were at anchor off the Big Beacon at noon to-day (June 7th). The German frigate *Storch* arrived at Nagasaki from this port on the 30th ultimo.

Large quantities of millet have recently been shipped to Hankow; whether it is for making a new brand of samson, or is being stored as a substitute for rice in case of famine, is not known. It is the first time that large quantities of millet have been imported there.

His Excellency Mons. Tencu, the new French Minister to China, arrived by the *Anadyr* from Hongkong yesterday afternoon, and is the guest of the French Consul-General. He starts for Peking in a few days. Yesterday afternoon, His Excellency called upon H.E. Li, and was accompanied by the French Consul-General and two interpreters.

By some recent occurrences on the Pratas the suspicion appears to have received confirmation that a gang of professional wreckers are hanging round that locality under the guise of fishermen waiting for opportunities, which unfortunately are only afforded too frequently to exercise their really horrid calling. It would appear to be about high time not only to light that dangerous place properly, but also to connect a life-boat station with the lighthouse, provided with a steam launch and a few policemen. Most vessels lost there have been wrecked on their way to or from Hongkong; therefore we hope the Colonials will see their way clear to arrange steps, perhaps in conjunction with China, for the greater security of life and property in the vicinity of the Pratas, by providing an armed life-boat station.

The *Vigilant*, H.B.M.'s despatch-ship, left Chinkiang on the 5th inst. in company with the British squadron, in command of Admiral Willems, C.B., *Audacious*, *Penguin*, *Cleopatra*, and *Albatross*. She left the squadron on the 6th, and proceeded to Shanghai, and arrived here on the morning of the 7th, for the reception of despatches and mail matter for the fleet, and also to take in coals. The *Vigilant* left Shanghai to rejoin the Admiral at Chefoo at half past one on the 6th. *Mercury*.

#### MAILS EXPECTED.

##### THE FRENCH MAIL.

The M. M. steamer *Pelle*, with the incoming French mail, left Saigon on the 11th instant, at 5 p.m., and may be expected to arrive here on the morning of the 15th.

##### THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the next American mail, left San Francisco on the 17th ultimo, and may be expected to arrive here on or about the 15th instant.

#### STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Agamemnon*, from London, left Singapore on the 8th instant, and is due here on the 14th.

The N. S. N. Company's steamer *Camorra* left Batavia on the 1st instant, and is due here on or about the 16th.

The steamship *Quadrant* left Sydney for Hongkong, via Queensland Ports and Port Darwin, on the 26th ultimo, and is expected to arrive here on or about the 14th instant.

The Scottish Oriental Company's steamer *Talchow* left Glasgow on the 17th May, and may be expected to arrive here about the 14th July.

#### THE MANILA LOTTERY IN CHINA.

The following translation of a proclamation from Chen, the well-known Magistrate of the Mixed Court, Shanghai, a copy of which was sent to the Municipal Council, on the above named subject is not without local interest:—

I have received the following despatch from His Excellency Shao, Taotai of Sungking, etc., etc.:

"The Taotai, was favoured by a despatch of His Excellency the Superintendent of Trade for the Southern Ports, Tso, in which the following Imperial Edict was quoted:—

"It was reported to the Throne that in the provinces of Hupei, Kiangsi, Chekiang, Kiangsu, etc., a new kind of gambling is practised, viz., the Manila Lottery. It was further reported that unscrupulous people open shops to sell those tickets; that the sub-sale of the same is placed everywhere; and that the people concerned in this trade make much money out of it. The petition then asks for a strict prohibition of these malpractices.

"The Throne being of opinion that these practices are of important influence on the customs and on the minds of people, hereby orders all the Governors-General and all the Governors to instruct the local authorities in order to have the above malpractices strictly forbidden and every offender arrested and severely punished."

A despatch of the same contents I have also received from His Excellency the Governor of Soochow.

I gave instructions to the local authorities, and besides this I communicated with the Spanish and German Consuls. The latter, being Senior Consul at this port, favoured me with the following reply:—

"Lottery tickets not forming an article of legitimate trade, the right to prohibit their sale amongst natives will certainly not be disputed. Chinese offenders living in the Settlement may therefore be brought up before the Mixed Court and punished."

"Regarding foreigners, it will depend on the laws of their various nationalities, whether and under what conditions they may be punished for selling lottery tickets to natives or other foreigners. Spaniards, for instance, would probably be acquitted of any offence in selling tickets of the Manila lottery; while Englishmen, Germans or Americans may be punished for the same offence."

It will therefore rest with you whenever a foreigner has sold lottery tickets to a native, to prosecute the former before the Consular Court of the nationality to which he belongs."

His Excellency then directed me to carefully inquire into the matter, to arrest the guilty and not to allow any delay.

After receiving these instructions, I not only commanded my subordinates to make inquiries and to have all offenders arrested and tried accordingly, but also have issued this proclamation to tell you:—

"That I hope that you will take notice of this, and that after this you will all change your business and begin some other. If you dare to try and sell lottery tickets again I will have you both brought before my yamen and will charge you with gambling, and will punish you accordingly to the paragraphs relating to that offence. I will not forgive you. If there is a foreigner concerned I will communicate with his Consul, who will also deal with him according to the law of his country."

Let everybody obey! A special proclamation.

#### CHINKIANG.

[FROM A CORRESPONDENT.]

June 6th. The British squadron under the command of Admiral Willems, which has been lying at this port for several days, left yesterday morning at daylight, it is said for Chefoo. The Admiral and his staff and H.M.'s Consul left at the same time in the *Vigilant* for Nanking, on a visit to the Viceroy. The visit of the squadron has caused great excitement and has been the source of most extravagant rumours amongst the natives. The Taotai left suddenly, if report may be credited, to avoid receiving the Admiral and to prevent any display of reticence in the native city. The subordinate officials have been rushing about amongst foreigners to ascertain the reasons for this display of naval power on the part of the British authorities. Telegrams received from Nanking yesterday, stated that the Viceroy had assembled 10,000 troops within the city; but whether the Admiral saw and was duly impressed with this parade of military strength, or who or wherefore such a review was held, we have not yet been informed.

The great event, however, remains to be mentioned, which was an exhibition of the electric light on board the *Audacious*, which took place on two evenings during the stay of that ship in port, and was carried out in connection with torpedo experiments. Anything more beautiful has never been witnessed by residents, especially when the bright, clear light brought out in full relief every vessel of the fleet, even the white sails, rigging and people on board. The duplex signalling with double arms of light visible six miles distant, afforded tens of thousands of Chinese a sight they had never before seen. It is said that hundreds of them were so frightened that they packed up all their worldly goods and prepared to clear out, as they were under the impression that an attack was intended. Others witnessed and admired it from the shore, uttering exclamations of surprise at every turn of the light.

Two Chinese steamers laden with troops passed down on Sunday night, their destination being unknown. *Courier*.

#### TIENTSIN.

[FROM OUR CORRESPONDENT.]

June and 1883. The day before yesterday, it is said, the Grand Council had a stormy meeting about Annam schemes by Tso and Li. You may have heard for a few days longer a great war, you as long as the Seventh Prince opposes peace that cannot be finally arranged although Tso and Li are for peace at any price. Tso now dreads to carry his coffin with him to Annam or Tongking—different to what he boasted while at Hani, whence he sent his famous Memorials about the Livadia Treaty, &c.

Mr. Bourée left Peking yesterday, and may be here to-night or to-morrow; his recall is very much regretted by all. Our Chinese friends feel it very hard that General Foote went direct to Kobe. By so doing he ignores China. It is said Wu Chang-ching is to take back from Korea half of the troops there, which really may mean all, at least he will venture to remain with 1500, because he memorialised for more.

It is said that Mr. Wing, Mr. Tongking's lieutenant, who went to Korea to arrange what Mr. Tongking-ling so miserably failed in, has not succeeded. Mr. Tongking-ling has been refused permission to work the Anwei Iron and Coal Mines. Chang, Taotai of Wuhu, has received the permission, which means under another name the same company.

The Chu Tan Mines are to be worked in spite of Chang Felun's memorial, which may necessitate Chang's brother losing his fat billet in the Kaiping Mines. *Mercury*.

#### Today's Advertisements.

FOR SINGAPORE AND PENANG.

THE Steamship

"VORTIGERN"

will be despatched for the above Ports, THIS AFTERNOON, the 12th instant, at FOUR O'CLOCK.

For Freight or Passage, apply to

AH YON & Co.,  
80, Praya Central.

Hongkong, 11th June, 1883. [456]

#### HONGKONG HOTEL.

#### HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING ..... 50 Cents.

SHAMPOOING ..... 25 "

SHAVING ..... 25 "

TRIMMING BEARDS ..... 25 "

LADIES' HAIRDRESSING SALOON.

MR. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—  
EVERY DAY ..... \$4.00 Per Month.  
EVERY OTHER DAY ..... \$3.00 "

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#### Intimations.

## "NOVELTY STORE,"



